

TRANS CONTINENTAL ROUTE.



SWITZERLAND

OF

AMERICA

The route of communication from Europe to Asia has been a problem which has exercised the mind of navigators for more than three centuries. The rapid settlement and development of the American Continent, and their magnificent railway enterprises, and the completion of the Great Overland Railways between Chicago and San Francisco, as shown on the map below, has settled the transit question between Europe, Japan, China, and the Australian Colonies. The course of travel for obvious reasons seeks the parallel line of transit; this line of travel traverses nearly the same latitude between London and China, and diverging from San Francisco, a small portion of the steamers' route lies south of the equator. This evenness of temperature, when compared with the Red Sea route, is fully appreciated by the European overland traveler.

If the traveler should desire to visit Honolulu or the Australian Colonies, a line of first-class steamers will be found running between San Francisco and Sidney, which has a contract for carrying the English mails from



eriod of eight years from Nov. 1875; their passenger accommodations are of the highest order.

If the traveler is destined for China or Japan, a line of magnificent steamers are found, leaving San Francisco for their ports; the accommodations for passengers on these steamers are probably not surpassed by anything that floats.

Travelers from the Occident to the Orient will have no trouble in selecting a first-class line of steamers from any of the American ports to Europe. From Chicago, four trunk lines diverge to the Atlantic sea ports, the accommodations on all of which will be found first-class in all respects.

The traveler passes through several large and flourishing cities, between the Atlantic ports and San Francisco, as shown below, at any of which he can break his journey at leisure.

Arriving at Chicago, a city of 500,000 inhabitants is passed through, at which starts and terminates the Great Overland Railways. The western terminus, San Francisco, is a most thriving city, now containing over 200,000 inhabitants. The



first house was built in San Francisco in 1835. The harbor is considered one of the best on the coast.

Overland passengers leaving San Francisco for the East, cross the beautiful three miles by steamer, and taking seats in the luxurious Palace Sleeping Car, leave for a 3,000 mile railway ride across the continent. After a few hours over a beautifully undulating country, you arrive at Sacramento, the capital of the Golden State. At Rocklin Station, 22 miles from the capital, the ascent of Sierra Nevada mountains commences, making a steady ascent in 83 miles of feet, attaining an altitude of 7,042 feet above tide water.

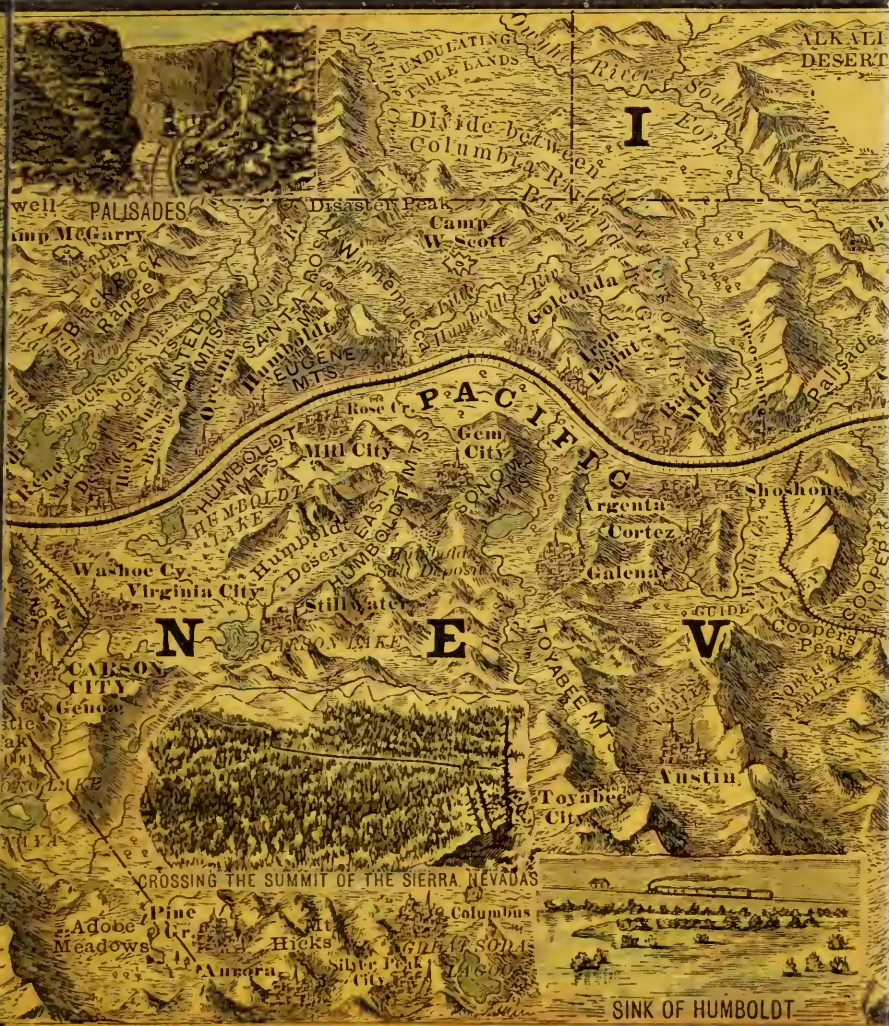
This is not the highest elevation of the Sierras by any means, granite peaks with their snow clad sides glisten in the sun, thousands of feet above us. Every tourist finds himself surrounded with scenes of the deepest interest and grand beauty. There are about 50 miles of snow sheds, solid structures, built of solid and round timber alternately, completely roofing in the road. When we come that along the summit the snow often falls from 16 to 20 feet deep, we



Imagine the necessity for these structures. Light falls of snow often occur at this latitude during the summer months.

Truckee Station, 14 miles east of Summit, is located on Truckee river, a beautiful mountain stream, and is the head quarters for tourists who stop over to fish and hunt in this locality. A line of stages leaves here daily for Donner Lake, 3 miles, and Tahoe City, 14 miles, located at foot of Lake Tahoe. The road follows the river bank under the shade of waving pines. Here are found excellent accommodations for tourists, a good hotel, boats, and a well stocked stable, at which saddle horses and carriages can be obtained by those wishing to take a trip around the shore of the lake.

A neat and commodious little steamboat has been placed on the lake. The lake is 22 miles in length and 10 in width, and is found at an elevation of about 5,000 feet above the sea. There are many varieties of fish in this and Donner lake, and their shores abound with plenty of large and small game. We are now at Reno Station, in the State of Nevada. From this station a rail-



way diverges to Virginia City, 50 miles, reaching the richest gold and silver mining region in the world. Many tourists visit the mines. Fabulous millions taken out of the mountain yearly. Leaving Reno, we soon arrive at Brown Station, located near the sink of the great Humboldt river. Into this basin great river flows and disappears, the lake having no outlet. Strange stories told of the disappearance of Indians and their canoes from the surface of lake. Immense borax works have been erected about 25 miles west of this lake.

We are now following up the Humboldt river, and the scenery is somewhat monotonous until we reach the Palisades. In passing up this canyon, we seem to be passing between two gigantic walls of corrugated sandstone, about to crush in upon us before we gain the outlet ; one noted giant, Red Cliff, rears his stone battered head 1,000 feet above us.

Palisades Station is in the midst of them. From this point a railway diverges to Eureka, 90 miles, in which vicinity are found many rich mines. Tons of bullion are seen piled up at this station awaiting shipment.



Leaving the Humboldt river we enter the Great American Desert, a vast arid plain, sparsely covered with sage brush, and extending to near the head of Salt Lake. Many objects of interest are found between the eastern slope of the Nevadas and the great Salt Lake Valley. At Ogden, a railway diverges down the valley, the present time completed 112 miles, passing through Salt Lake City, 37 miles from Ogden. The first settlements made here were by the Mormons, in July, 1847. At the present time the city contains about 20,000 inhabitants, Mormons and Gentiles, so called. It is pleasantly located at the base of a snow range of the Wahsatch mountains. A visit to it makes a pleasant break in the monotony of the overland journey.

Leaving Ogden, we pass up Weber canyon, through which Weber river empties its turbid waters into Salt Lake. There is no other so beautiful valley between the Nevadas and the eastern slope of the Rocky mountains. To give a minute description of this beautiful valley we cannot attempt, as it would fill a volume. The scenery is grand and impressive. For about 40 miles, the river rushes foaming



passing well cultivated farms and thriving villages until we reach Omaha on the Missouri River, a city of about 20,000 inhabitants.
 At Omaha and Council Bluffs, steamers are found loading with passengers and freight for the Upper Mississippi and Yellowstone rivers, Government forts and Indian agencies. The Missouri river is the longest navigable stream in the world. Steamers are also found leaving for St. Louis and the Lower Mississippi.
 We now cross the Missouri river on a magnificent bridge, and are in the State of Iowa. Passing through the city of Council Bluffs, we are soon passing over the best agricultural district of this thriving Western State; highly cultivated farms and thriving bustling villages are constantly in view. We seem to have suddenly been transferred into another climate, the drab and sombre appearance of vegetation has changed to a dark green, all nature seems fresh. Arriving at Des Moines, the capital of the State, we find one of the most thrifty and flourishing inland cities in the Western States. The same undulating prairie, thickly settled, is passed over, and bustling busy villages surround the stations on the entire line

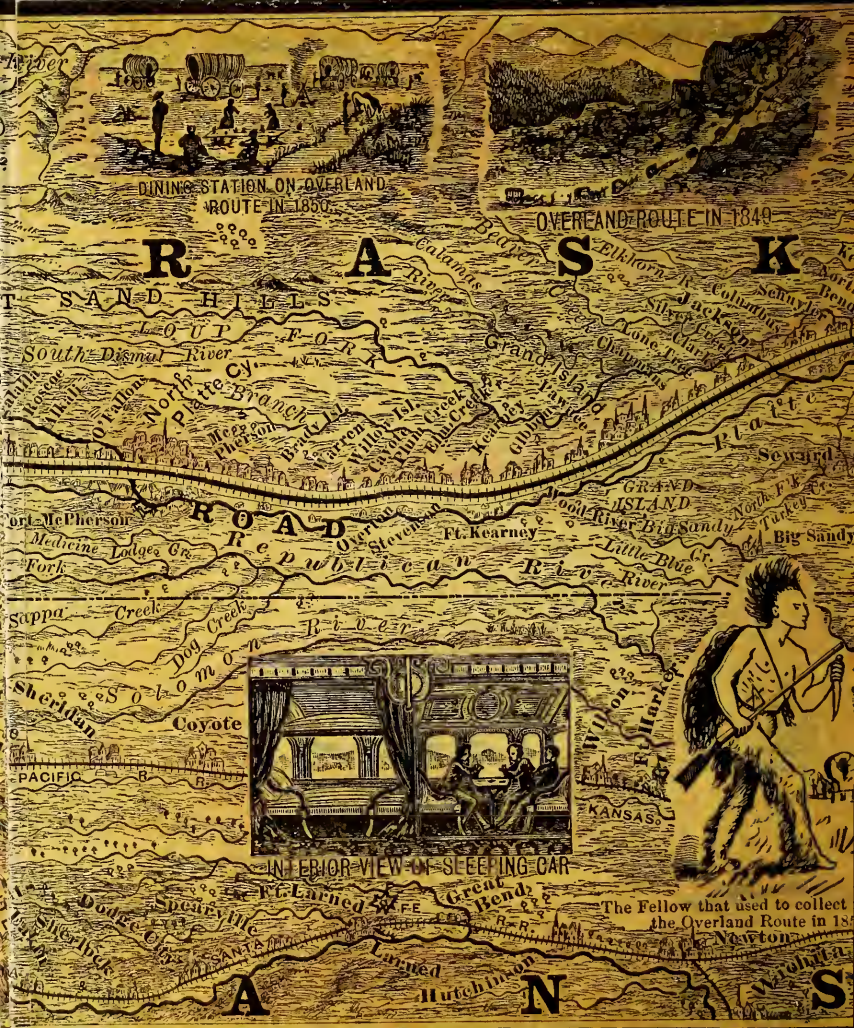


between the capital and Davenport, where we cross the great Mississippi river, Amazon of North America, on the magnificent bridge, (shown below). While crossing, a fine view is had of one of the most beautiful islands (Rock Island), America, on which are built the Government Arsenal and attendant buildings.

At Davenport and Rock Island, Steamers take passengers and freight for St. Paul, St. Louis and New Orleans.

Leaving Rock Island, the Great Overland Route crosses the Mississippi Valley striking the Illinois river at the head of steamboat navigation from St. Louis. This valley has many points of interest for the tourist.

Near La Salle, the valley becomes quite narrow, the roadway following near the base of the bluffs. In many places caves are seen, extending far into the soft sand-rock formation, evidently formed by the waves in ages past of a large body of water. These sand-rock formations stand boldly out from the bluff, silent witnesses that in past ages the angry waves of a vast body of water washed their sides. Fossil deposits of all kinds of curious shell-fish and fresh water inhabitants are found



the clay and rock formation in the bottom lands, sustaining the theory that the great chain of upper lakes once emptied their waters into the Gulf of Mexico, instead of, as at present, the Gulf of St. Lawrence. There are also many Indian traditions connected with this beautiful valley. At La Salle and Peru several of the finest coal mines in the West are worked, the shafts being sunk several hundred feet deep, and drifts extend from them across the valley under the bottom of the river.

Arriving at Chicago, a change is made to one of the great trunk lines, terminating at New York, Boston, Philadelphia, Baltimore and Montreal, from all of which steamers leave daily for European and other ports. Only three changes are made from Sleeping Cars between the Atlantic Ports and San Francisco, namely Chicago, Omaha and Ogden.

Only one through overland train is run daily between Omaha and San Francisco.



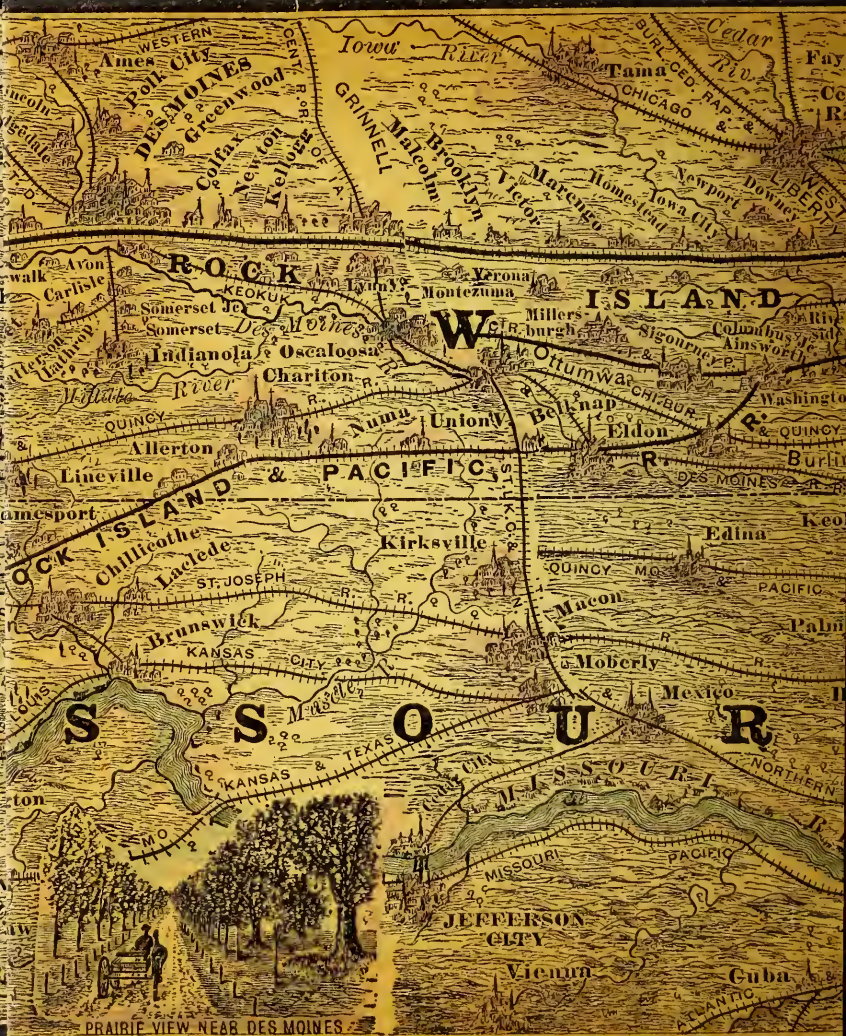
CHILDREN'S FARES ON STEAMERS AND RAIL

On American Railways—Under five years, free; between five and twelve, half-fare.

On Atlantic Steamship Lines—Cabin, between two and twelve years, half-fare; Steerage, under eight years, half-fare.

On Pacific Steamship Lines: China Line—Children under charge of parents or guardians, between five and twelve years of age, half-fare; under five years, free, if booked in Europe. If booked in the United States or Canada, between five and twelve years, half-fare; between one and five years, quarter fare; under one year, free.

Australasian Line—Children under charge of parents or guardians, between five and twelve years, half-fare; under five years, free, if booked in Europe. If booked in the United States or Canada, between five and twelve years, half-fare; between one and five years, quarter fare; under one year, free.



THROUGH BAGGAGE DIRECTIONS.

Steamship passengers, when holding through tickets, are allowed free on each
all paid ticket, 250 lbs. baggage, between

San Francisco and New York,
and same on Atlantic and Pacific Steamers.

The American Baggage Checking System
relieves travelers from the necessity of looking after their luggage at every
hanging point.

When Leaving New York or San Francisco

let all heavy bundles and packages checked, taking into the sleeping carriage
only such articles as you may have constant use for.

You can have access to your checked baggage at any time while en route.



CONDENSED DISTANCES AND TIME.

HONG KONG TO LIVERPOOL.

Hong Kong to Yokohama.....	1,670 miles.	6 d
Yokohama to San Francisco,	4,714 "	22
San Francisco to New York,	3,310 "	7
New York to Liverpool,	3,040 "	10
TOTAL.....	12,734 "	45

SIDNEY TO LIVERPOOL.

Sidney to Honolulu	5,093 miles.	22 d
Honolulu to San Francisco.....	2,100 "	8
San Francisco to Chicago.....	2,410 "	5½
Chicago to New York	900 "	1½
New York to Liverpool	3,040 "	10
TOTAL.....	13,540 "	47



“AROUND THE WORLD.”

The map below shows Steamer and Railway transit routes over half the distance round the globe. The following tables of Distances, Route and Time, completes the circle of the world:

from HONG KONG to CALCUTTA, (India), by Peninsular and Oriental Steamers,—3,500 miles, in 14 days.

from CALCUTTA to BOMBAY, (India), by the East Indian and Great Indian Peninsular Railways,—1,400 miles, in 4 days.

from BOMBAY to SUEZ, (Egypt), by Peninsular and Oriental Steamers,—3,600 miles, in 14 days.

from SUEZ to ALEXANDRIA, (Egypt), by Rail along the Suez Canal,—225 miles,
in 12 hours.

from **ALEXANDRIA to BRINDISI**, (Italy), by Peninsular and Oriental Steamers,
—850 miles, in 3 days.

from BRINDISI to LONDON, (England), by Rail, via Paris or the Rhine,—1,200 miles, in 3 days.

from **LONDON to LIVERPOOL**, (England), by Railway,—200 miles, in 5 hours.

Total distance, 23,709 miles. Time, 85 days.



REGULAR DINING STATIONS ON OVERLAND ROUTE

— BETWEEN —

Chicago and San Francisco,

IN ORDER AS THEY OCCUR.

Bureau, Davenport, Avoca, Omaha, Fremont, Grand Island, Sidney, Cheyenne, Laramie, Carbon, Green River, Evanston, Odgen, Elko, Battle Mountain, Humboldt, Colfax, Sacramento, Lathrop.

Between Omaha and San Francisco, in the vicinity of the railway, a great variety of game is found, and the tables at the dining stations are usually abundantly supplied with it.

Many suppose that when leaving San Francisco or Omaha, they must in order to provide against actual starvation, take aboard provisions enough to last them through, the result generally is that the sleeping carriages are uncomfortably crowded with ponderous lunch baskets, and the beggars of the plains (Indians) grow fat on the stale lunch thrown from the car windows at the stations.



CHICAGO CITY, LAKE FRONT.

THE FIRST LINK


in the Great Chain of Pacific Railways now crossing the continent, was forged at Chicago in 1851, when the CHICAGO, ROCK ISLAND & PACIFIC RAILROAD was commenced, and pushed its way across the then boundless western prairies towards the Golden Gate and setting sun. This road was the first to reach and cross the Mississippi river.



THE GREAT EUROPEAN ROUTE

— TO —

China, Japan & Australia

 Overland Passengers can stop off at any desirable point, while en route.

THROUGH TIME EASTWARD.

LEAVE San Francisco A.M.	ARRIVE Ogden A.M.	ARRIVE Omaha P.M.	ARRIVE Chicago P.M.	ARRIVE Philadelphia A.M.	ARRIVE Baltimore A.M.	ARRIVE New York A.M.	ARRIVE Boston A.M.
Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Tuesday. Wednesday. Thursday. Friday. Saturday. Monday.	Thursday. Friday. Saturday. Sunday. Monday. Tuesday. Wednesday.	Friday. Saturday. Sunday. Monday. Tuesday. Wednesday. Thursday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.

THROUGH TIME WESTWARD

LEAVE Boston P.M.	LEAVE New York A.M.	LEAVE Philadelphia P.M.	LEAVE Baltimore A.M.	LEAVE Chicago A.M.	LEAVE Omaha A.M.	ARRIVE Ogden P.M.	ARRIVE San Francisco P.M.
Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.	Monday. Tuesday. Wednesday. Thursday. Friday. Saturday. Sunday.	Tuesday. Wednesday. Thursday. Friday. Saturday. Sunday. Monday.	Wednesday. Thursday. Friday. Saturday. Sunday. Monday. Tuesday.	Friday. Saturday. Sunday. Monday. Tuesday. Wednesday. Thursday.	Sunday. Monday. Tuesday. Wednesday. Thursday. Friday. Saturday.

SLEEPING CAR RATES BETWEEN ATLANTIC AND PACIFIC PORTS:

One Section between Boston	and Chicago	\$11.00	One Section between Montreal and Chicago	\$10.00		
" " " New York	" "	10.00	" " " Chicago	" "	Omaha	5.00
" " " Philadelphia	" "	10.00	" " " Omaha	" "	Ogden	8.00

— THIS —
GREAT OVERLAND ROUTE

Is composed of the three Great Pacific Railroads
between San Francisco and Chicago,

— NAMELY —

Central Pacific,
Union Pacific, and
Chicago, Rock Island & Pacific.

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The East End of the Line, known as the

**ROCK ISLAND ROUTE**

— OR —

***OMAHA SHORT LINE,***

PASSES through Des Moines, capital of the flourishing Prairie State of Iowa. Some of the finest prairie scenery views in the Western States can be had between the Mississippi and Missouri Rivers.

The track being Steel is extremely smooth, and tourists are often seen in the magnificent Palace Cars of this Company writing full notes in their diary placed upon a table conveniently arranged before them.

In order to secure all of the combined comforts of the Overland trip, when securing your tickets call for them via the

**ROCK ISLAND ROUTE.**

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**HUGH RIDDLE,**

Vice-Pres. and Gen'l Sup't.

**A. M. SMITH,**

Gen'l Pass. Agent.



# PANORAMIC MAP

OF THE GREAT

# OVERLAND ROUTE



# FROM OCCIDENT TO ORIENT

# EUROPE TO CHINA, JAPAN & AUSTRALIA.